



Colorado River Bridge Study Scoping Summary Report

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Colorado River Bridge Study Scoping Summary Report

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1.0 Introduction

1.1 Purpose

The Colorado River Bridge Study is an analysis of the U.S. Highway 191 (US 191) crossing of the Colorado River near Moab, Utah. The bridge is 50 years old and is functionally obsolete. The current design has narrow lanes and no shoulders and is inconsistent with today's design standards. Although the bridge is currently structurally reliable, it is beginning to deteriorate with age and soon will not be able to accommodate vehicle travel. This study will help the Utah Department of Transportation (UDOT) determine if the bridge needs to be widened, replaced, or rehabilitated.

The purpose of this report is to summarize the public and agency scoping activities completed and comments received during the public scoping period for the Colorado River Bridge Study. The scoping period ran from February 19 to April 2, 2004. Scoping is the first step in the National Environmental Policy Act (NEPA) process and involves using public and agency participation to develop alternatives and identify issues regarding a proposed project. Scoping also helps determine needs, objectives, resources and constraints, potential options, and requirements for screening criteria. This report will help UDOT identify potential environmental concerns and alternatives to be considered in subsequent Colorado River Bridge environmental documents.

UDOT is currently undertaking two additional but separate projects in the Moab area. The first is a widening project through Moab Canyon north of the Colorado River Bridge. The second is a reconstruction project for Moab's Main Street, south of the bridge. The Colorado River Bridge Study will examine the 3-mile area between these two projects to identify additional concerns and needs beyond those of the bridge that can be addressed individually as funding becomes available.

The Colorado River Bridge Study will:

1. Examine the structural reliability of the current Colorado River Bridge.
2. Examine current and future travel demand along US 191, both north and south of Moab.
3. Develop alternatives to address any design and capacity issues on the bridge.
4. Define the cross-section of roadway needed for the entire 3-mile study area to meet future demand.

5. Identify additional projects in the 3-mile segment not directly related to the bridge crossing that will need to be addressed as funding becomes available.
6. Evaluate the need for improvements to the turn-off at State Route (SR) 279 (Potash Road) between Arches National Park and Moab.
7. Evaluate the need for improvements to the turn-off at SR 128.
8. Initiate NEPA scoping, purpose and need, and agency coordination.
9. Develop design alternatives to address the purpose and need.

1.2 Background

Moab is an extremely active community. It has become a popular tourist location for both motorized and non-motorized recreation enthusiasts. Moab's location between Arches and Canyonlands National Parks attracts a variety of visitors, especially during the summer months and on weekends. Figure 1-1 shows the fluctuation in travel patterns near Moab by months of the year and days of the week.

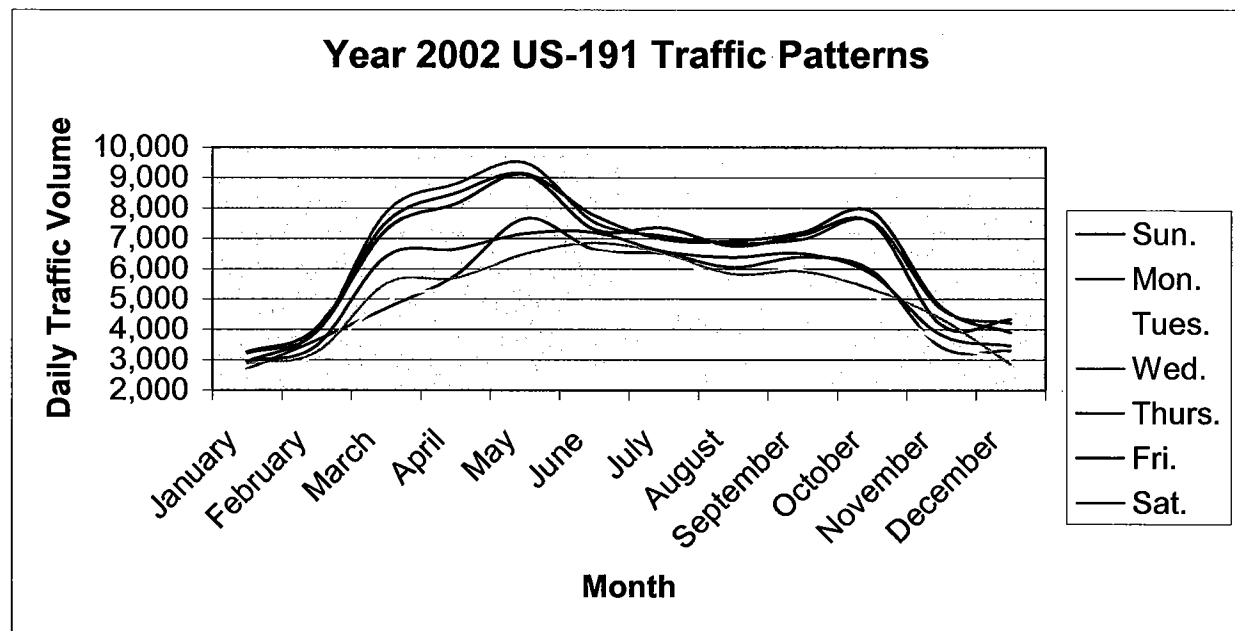


Figure 1-1. Year 2002 US 191 Traffic Patterns

The Colorado River Bridge crossing is the primary access into Moab. It has been described by both Grand County and the City of Moab as the “gateway” to the community. When determining the level of improvements needed on the bridge, UDOT will consider travel demand as a primary factor. Both through traffic on US 191 and destination traffic to Moab crosses the Colorado River Bridge (see Figure 1-2). The Colorado River Bridge Study will consider traffic patterns and average annual daily traffic in the area to determine the number of lanes needed on the bridge to meet the existing and projected travel demand. The study will determine the number of lanes required by evaluating the highest and lowest travel demand so that the bridge can be designed to accommodate a level between the two.

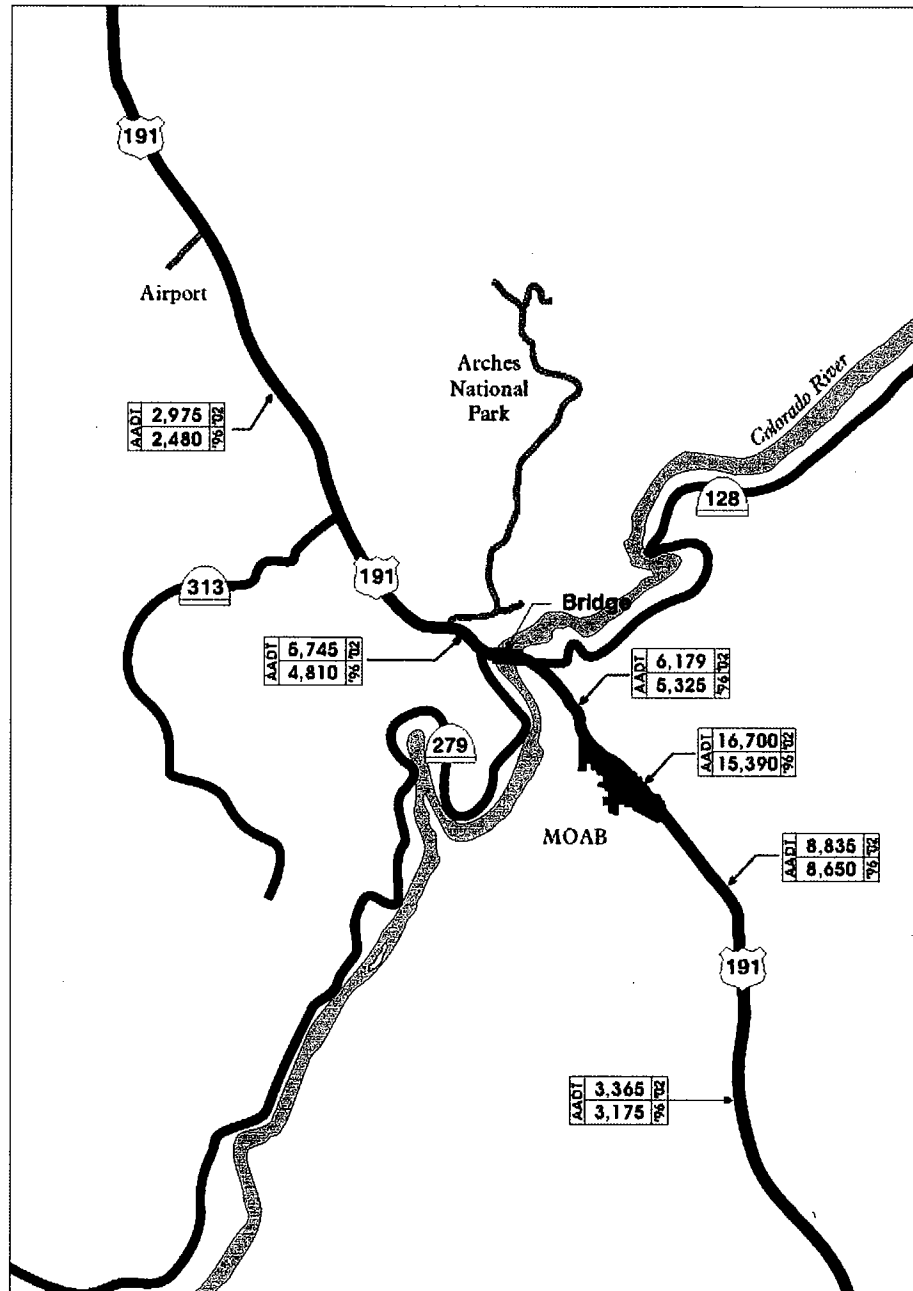


Figure 1-2. Average Annual Daily Traffic

The concept of a bypass around Moab has been debated for several years and is not currently being considered by UDOT. However, this study will analyze whether a future bypass would alter the number of lanes and improvements needed on the Colorado River Bridge. To determine the origin and destination of vehicles crossing the Colorado River Bridge, the project team conducted a roadside survey that asked people crossing the bridge for information regarding

their trip. The information will help the project team to determine how much traffic would use the bypass and go around Moab, rather than through Moab, effectively reducing the traffic volume on the bridge.

2.0 Summary of Scoping Activities

Public and agency input will play an important role in identifying issues and concepts regarding future improvements to the Colorado River Bridge and the surrounding area. Throughout the course of the project, the project team will work to facilitate and encourage involvement from the community in developing concepts and identifying issues associated with the Colorado River Bridge Project.

Through the scoping process, UDOT has and will continue to ask the public and agencies with interests in the corridor to submit comments explaining what issues they would like analyzed in the study and what concepts they have for addressing these issues. This document is a tool to ensure that the analytical efforts of the study are focused on the appropriate issues. All public and agency comments are considered for this project and have been included in this report. Comments are catalogued by name, comment code, and method in Section 4.0, Colorado River Bridge Comments.

The following section summarizes UDOT's public meeting procedures including preparation, notification, town meeting activities, and comments received during the public scoping portion of the Colorado River Bridge environmental study.

2.1 Public Scoping Meeting

2.1.1 Public Scoping Meeting Notifications

At the beginning of the environmental study process, UDOT placed advertisements in local and statewide newspapers announcing the start of the scoping process. These advertisements included the dates and times of the town meeting and workshop (see Appendix A). The following methods were used to notify the public of the scoping meetings and public comment period for the project.

- Paid advertisements were placed in the following newspapers:
 - Legal advertisements: *The Salt Lake Tribune* and *Deseret News* (statewide circulation) on February 27 and March 6, 2004.
 - Display advertisements: *The Times-Independent* (Moab) on February 19 and 26, 2004.
- A total of 274 flyers were distributed to individuals on the Colorado River Bridge project mailing list. The mailing list included all property owners on US 191 within the project area, local businesses, local

organizations, and local officials. Business owners were asked to display the flyer in their establishment to increase public awareness of the town meeting and workshop.

- A total of 43 representatives from various stakeholder groups were contacted and asked to participate in project workshops that were held after the public scoping meetings. A total of 16 people said they would attend the meeting.
- All advertisements requested reservations from people who were interested in participating in the public workshops.

The above materials are provided in Appendix A.

2.1.2 Public Scoping Meeting

UDOT held a public scoping meeting on March 3, 2004, at the Grand County Senior Citizen Center at 100 South 450 East in Moab. The meeting was held in an open-house, town-meeting format from 4:00 to 6:00 PM. A project workshop followed from 6:00 to 8:00 PM. For the workshop portion of the meeting, the participants broke into small groups facilitated by project team members. A total of 7 individuals from the public attended the town meeting portion of the scoping meeting. A total of 23 individuals participated in the project workshop.

Town Meeting Format

The following is the general format of the town meeting portion of the public scoping meeting.

- The public was encouraged, but not required, to sign in at the registration desk.
- Each participant was given a comment sheet and a project flyer detailing the display materials, an overview of the NEPA process, information about how to submit comments, and additional contact information.
- Displays included study area maps, current traffic data, and informational boards.
- A PowerPoint presentation of the display materials was scheduled to run every 30 minutes or on request. Due to low attendance, the presentation was shown only at the beginning of the workshops.
- Attendees were encouraged to view the display materials and submit questions or comments on the materials provided.
- Attendees were invited to use markers to identify issues on the maps.

- Poster paper was available to allow participants to write down individual issues in a format that was visible to all attendees.
- Comment forms were distributed to attendees as they arrived. Additional comment forms were available at tables around the room.
- Self-addressed stamped envelopes were available to anyone who wanted to submit comments at a later date.
- Attendees were also invited to submit comments via e-mail or on the project Web site. The e-mail and Web site address were listed in the project handout.

Copies of all public meeting materials are include in Appendix A.

Workshop Format

The following is the general format of the public workshop portion of the public scoping meeting.

- Individuals were solicited from various community groups and asked to participate in the workshops. Slots were left open to the general public.
- Participants were invited to attend the town meeting portion of the public scoping meeting (4:00 to 6:00 PM), but were asked to sign in at 6:00 PM to participate in the workshops.
- A PowerPoint presentation was provided to explain the scoping process and the Colorado River Bridge project.
- Groups of six to eight participants were seated around four project area maps. Each group was given a small introduction from its group leader on the purpose of scoping and an overview of the project. A list of resource areas used in the NEPA process was provided to focus the discussion.
- Participants were asked to identify concepts or concerns on the project maps. Markers were available so that participants could write directly on the maps.
- The project leader or members of the group wrote the brainstorming comments on poster paper.
- The poster paper pages were attached to the walls in a separate room. Each group was asked to prioritize all of the comments provided, regardless of which group developed them, by placing a color-coded sticker to indicate if each comment was a high, moderate, or low priority.

If no sticker was posted, the comment was not considered a priority issue. Some issues were rated at one or more priority levels.

The participants used the following number of color-coded stickers:

- Red – 79 (high priority)
- Yellow – 43 (moderate priority)
- Green – 25 (low priority)

An additional 28 issues were identified but were not rated with a priority sticker, which indicated a lower priority or no preferred priority. Following the meeting, some participants said they used blue stickers to indicate the issues that other attendees proposed but that they individually opposed (three blue stickers were used for this purpose). All comments collected at the project workshops are included in Appendix B. The comments are also listed under the appropriate resource areas in Section 4.0, Colorado River Bridge Comments.

Despite the low attendance at the open house, the workshop participants provided comments on several different issues and produced over 126 individual comments regarding various resource areas. Below is a summary of the highest-priority comments.

- **Bridge.** Design a welcoming, aesthetically pleasing bridge because it is the primary entrance into Moab. The design should be non-obtrusive and compatible with the natural surroundings.
- **Bicyclists/Pedestrians.** The project team should provide safe bicycle and pedestrian access throughout the corridor, including across the bridge and to various recreation areas to eliminate the need to cross US 191.
- **Gateway Plan.** UDOT should consider the Gateway Plan (developed by the City of Moab and Grand County) during design, including incorporating plans for developing recreation areas and expanding trail development.
- **Capacity.** The project should include enough capacity on the bridge and in the project area to allow safe travel through the corridor now and into the future.
- **Business Access.** UDOT should ensure that enough lanes are provided for access to businesses and that acceleration lanes are provided to accommodate buses and boat trailers.
- **Courthouse Wash.** Improvements to the bridge at lower Courthouse Wash should be considered in this project.

- **Wildlife.** The project team should address wildlife fencing and crossings to allow wildlife safe access to the river. Consideration needs to be given to threatened and endangered species in the area.
- **Drainage.** Drainage improvements on the north end of Moab should be incorporated to protect water quality in the area.
- **Intersections.** The project team should consider intersection improvements throughout the project area to accommodate projected growth.
- **Construction.** Construction should be planned to minimize impacts and accommodate traffic, especially during the tourist season. UDOT needs to minimize construction impacts such as light, dust, and noise impacts.
- **Recreation.** The project should provide adequate and safe recreation access under the bridge.
- **Traffic Calming.** Traffic-calming measures to slow vehicles and reduce traffic noise should be incorporated into the project.
- **Tailings Site.** The project team should consider the issues regarding the uranium-tailings site in the project area.
- **Cultural Properties.** The project team should work to protect natural, cultural, and historic properties in the project area.

2.1.3 Additional Public Comments

Public comments were received by the following methods:

- Comment forms at the public meetings (1)
- Project workshop (126)
- E-mail (0)
- Mail (2)

The public submitted only two comments following the scoping meeting. All comments received were read and categorized under the appropriate resource area in Section 4.0, Colorado River Bridge Comments. Copies of the comments received in writing are included in Appendix B.

2.2 Summary of Agency Scoping Meeting Activities

UDOT invited agencies with interests in the project area to participate in the scoping process. Agency representatives were asked to help identify issues in the corridor that needed further review in the environmental study process.

An agency scoping meeting was held from 10:00 AM to 12:00 PM on March 3, 2004, to solicit agency comments regarding the project. Letters of project notification were mailed in February to about 26 agencies with likely interests in the corridor. These letters invited the agencies to attend the agency scoping meeting and solicited their comments on the bridge project. Project representatives made follow-up phone calls to the invitees on February 25 and 26, 2004, to make sure they had received notice of the meetings. Copies of these letters, a response log from the telephone contacts and the mailing list are included in Appendix A.

There were 15 attendees at the agency scoping meeting including project team members. Table 2-1 lists the attendees from this meeting. Minutes from the meeting are also included in Appendix A.

Table 2-1. Agency Meeting Attendance List

Name	Representing	Phone Number
Phil Brueck	National Park Service	(435) 719-2133
Dave Wood	National Park Service	(435) 719-2133
Gary Cornell	Utah Division of Forestry, Fire, and State Lands	(435) 259-3766
Casey Ford	Utah Division of Water Rights	(435) 637-1303
Irwin Stewart	U.S. Department of Energy (Stoller Consultant)	(435) 259-5131
Russ Von Koch	Bureau of Land Management	(435) 259-2118
Jim Webster	National Park Service	(435) 719-2220
Kim Manwill	Utah Department of Transportation	(435) 893-4734
Myron Lee	Utah Department of Transportation	(435) 893-4702
Daryl Friant	Utah Department of Transportation	(435) 893-4714
Clark Mackay	Utah Department of Transportation	(435) 893-4705
Jerry Chaney	Utah Department of Transportation	(801) 965-4317
Clayton Wilson	Utah Department of Transportation	(435) 893-4744
Gerry Godzwon	HDR (UDOT Consultant) Project Manager	(801) 281-8892
Laynee Jones	HDR (UDOT Consultant) Environmental Lead	(801) 281-8892

Below is a brief summary of the comments received from agency representatives at the agency scoping meeting.

1. **Right-of-Way and Arches National Park.** UDOT will need to get easements from the National Park Service for any land needed for the project.
2. **Easement from Utah Division of Forestry, Fire, and State Lands.** An easement will be needed for impacts to sovereign lands. The sovereign lands would be associated with the Colorado River.

3. **Cultural Resources.** There are cultural resources in the area: an old wagon road, a prehistoric rock art panel at Lower Courthouse Wash, and dinosaur tracks near Lower Courthouse Wash.
4. **Gateway Plan.** The City of Moab and Grand County have developed a Gateway Plan that calls for a boulevard entry, landscaping, and bicycle lanes for the US 191 entrance into Moab. UDOT's alternatives should be consistent with this plan.
5. **Lions Park.** Grand County is planning improvements to Lions Park, located on the north and south sides of the river. Utah State University designed the improvements. Lions Park may also be used as a parking/staging area for bicyclists in the future.
6. **Water Rights Permit.** UDOT or its contractor will need to obtain a water rights permit if the project requires any water from the river. A permit from the U.S. Fish and Wildlife Service will also be required if there are threatened or endangered species in the river.
7. **General Permit 40 for Stream Alteration.** A stream alteration permit will be required for any modifications to the river.
8. **Stream Alteration Permit for Lower Courthouse Wash.** Modifying Lower Courthouse Wash could also require a stream alteration permit since the wash is a riparian environment.
9. **Cultural Resources.** The U.S. Department of Energy conducted an archeological search on a large area near the Colorado River Bridge project for the purposes of assessing a route for the Moab mill tailings site.
10. **Bighorn Sheep.** There are bighorn sheep in the project area.
11. **Traffic Survey.** The National Park Service requested a copy of the results of the traffic study.
12. **Parking and Access at Lower Courthouse Wash.** There is hiking access at Lower Courthouse Wash to the rock art panel and the Lower Courthouse Wash trailhead. This parking area may need to be expanded to accommodate hikers and to serve as a staging area for bicyclists. This area is outside the limits of Arches National Park.
13. **BLM Kiosk.** The Bureau of Land Management is planning a short-term parking area with an information kiosk at the intersection of SR 191 and SR 279 (Potash Road). There is a small parcel of public land on this corner.

14. **Bridge Location.** The attending agencies did not raise any “fatal flaw” concerns with the bridge location. The National Park Service asked to place the new bridge downstream of the current one, away from National Park Service property.

Following the scoping meeting, 10 additional written comments were received from agencies with interests in the corridor. These comments were received by the following methods:

- E-mail (6)
- Mail (4)

These comments are categorized under the appropriate resource areas, along with the public comments received, in Section 4.0, Colorado River Bridge Comments. Copies of the original comments are included in Appendix B.

2.3 Additional Public Involvement

During the public scoping period, the project team also conducted the roadway, origin, and destination survey mentioned in Section 1.2, Background. While conducting the survey, the project team distributed “project issues” flyers to 1,000 motorists who stopped to participate in the survey. The surveys and flyers were distributed to a random sample of vehicles that included trucks, recreational vehicles, local traffic, and tourist-related traffic that crossed the Colorado River Bridge between March 25 and March 27, 2004.

The project team expects that about 400 surveys will be returned. These surveys will yield data about the origin and destination of each trip, the reason for the trip, and the possible impacts of various changes to travel patterns in and around Moab.

The survey responses will be used primarily in the environmental analysis phase of the project. However, in an effort to encourage the traveling public to participate in the public involvement process, the “project issues” flyer encouraged additional public comments under a section titled “How To Provide Input.” Public input was solicited via telephone, mail, and e-mail.

3.0 Guide to Comments

There will be continued opportunities for public input throughout the environmental review process, and comments will continue to be solicited throughout the project. However, the scoping period ended on April 2, 2004. All comments received by April 2, 2004, are included in this Scoping Summary Report. Original copies of all written comments are included in Appendix B.

Each comment was reviewed as it was received. A single paragraph may have contained several issues. Each issue was categorized and numbered according to resource areas. All issues raised will be considered in the study. A summary of all comments is presented in Section 4.0, Colorado River Bridge Comments.

The following letters and numbers are used to represent individual comments that were received and coded.

- Code 1
 - **P** = Comments received from the **public** during the scoping period.
 - **A** = Comments received from an **agency** during the scoping period
- Code 2
 - **000** = Sequential number assigned to each comment letter from the scoping period (not necessarily in the order received).
- Code 3
 - **00** = Specific issues identified and numbered sequentially within each comment; many comments contained several different issues, which must be considered individually.

Table 3-1 lists all comments received during the Colorado River Bridge Study scoping period according to name, comment number, and the method by which each comment was received.

Table 3-1. Comments Received during the Scoping Period

Name and Organization	Comment Numbers	Method
Public workshop	P-001-01 through 133	Workshop
Linda Whitham	P-002-01 through 05	Mail
The Nature Conservancy		
Jim Adamson	P-003-01 through 06	Mail
Moab Health Department		
Unidentified	P-004-01 through 03	Unknown
Agency scoping meeting	A-001-01 through 15	Meeting
Steven Parkin	A-002-01	E-mail
Utah Division of Air Quality		
Gary Cornell	A-003-01 through 03	Mail
Utah Division of Forestry, Fire, and State Lands		
John Harja	A-004-01 through 02	Mail
RDCC		
Casey Ford	A-005-01 through 03	E-mail
Utah Division of Water Rights		
John Gilmore	A-006-01	Mail
U.S. Department of Energy		
Nick Mezei	A-007-01	E-mail
U.S. Army Corps of Engineers		
Lowell Braxton	A-008-01 through 03	E-mail
Utah Division of Oil, Gas, and Mining		
Loren Morton	A-009-01 through 02	E-mail
Utah Division of Radiation Control		
Nick Mezei	A-010-01 through 05	E-mail
U.S. Army Corps of Engineers		
Henry R. Maddux	A-011-01 through 08	Mail
U.S. Fish and Wildlife Service		

Table 3-2 shows the number of comments received in each resource area and what percentage of the total each set of comments represents. (Percentages are rounded to the nearest percent.)

Table 3-2. Breakdown of Public Comments by Resource Area

Resource Area	Number of Comments	Percent of Total Comments (%)
Purpose and Need	16	9
Alternatives	20	11
Affected Environment	138	79
Land Use	4	2
Farmland	0	0
Social	0	0
Public Safety	22	13
Environmental Justice	0	0
Relocation	2	1
Economics	6	3
Joint Development	0	0
Considerations Relating to Pedestrians and Bicyclists	11	6
Air Quality	2	1
Noise	3	2
Water Quality	6	3
Permits	6	3
Wetlands/Waters of the U.S.	9	5
Water Body Modification and Wildlife	10	6
Floodplains	0	0
Wild and Scenic Rivers	0	0
Threatened and Endangered Species	3	2
Historic, Archaeological, and Paleontological Resources	5	3
Hazardous Waste Sites	4	2
Visual Resources	21	12
Energy	0	0
Construction Impacts	7	4
Relationship between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity	0	0

Resource Area	Number of Comments	Percent of Total Comments (%)
Any Irreversible and Irretrievable Commitments of Resources Which Would Be Involved in the Proposed Action	1	1
Recreation	12	7
Utilities	3	2
Public Involvement	1	1

4.0 Colorado River Bridge Comments

1.0 Purpose of and Need for Action (16 Comments)

Several comments pertained directly to the purpose of and need for the project improvements. Most comments concerned limitations of the existing bridge structure.

P-001-42	(Bridge improvements have to) meet the needs of the community by helping bikes and pedestrians without impacting landowners and business too much.
P-001-27, A-003-01	The safety need is critical.
P-001-43	(UDOT should) determine traffic impacts from Castle Valley.
P-001-64	There are safety issues because of lane widths.
P-001-76	(The area is) highly impacted already—and new impacts will be minimal.
P-001-95	Redoing the bridge is a positive thing because more people would walk/bike across it.
P-001-149	Bottlenecks are a concern.
P-001-150	Shoulder widths area a concern.
P-001-153, P-003-05	Early action is needed.
P-003-01	The bridge is old.
A-008-01	Construction activities must weigh the benefits to human health and safety against the possible environmental impacts.
A-008-02	Vehicular and non-motorized traffic supports the need for the feasibility study.
A-008-03	The location calls for careful environmental analysis.
A-011-03	The feasibility of combining this project with the proposed pedestrian bridge should be examined.

2.0 Proposed Action and Alternatives (20 Comments)

Several comments identified specific design alternatives or concerns that should be taken into consideration when the project alternatives are being developed.

P-001-09	No landscaped median—because it takes away a lane and wastes water.
P-001-13	Use the existing bridge as pedestrian bridge both temporarily and permanently.
P-001-15	Build one 2-lane bridge and repair the existing bridge.
P-001-17, P-003-06, P-004-02	Widen the road to 4 lanes through the corridor.
P-001-28	Buses from SR 128 use the center lane for acceleration. Additional lanes are needed.
P-001-44	US 191 should handle the growth.
P-001-45, P-003-02	Build a 4-lane bridge or two 2-lane bridges.
P-001-63	The bridge at Courthouse Wash will have similar considerations (needs to be expanded).
P-001-65	Is leaving the existing bridge in place an option?
P-001-71	5 lanes are needed.

P-001-72	4 traffic lanes are needed with a bike lane.
P-001-75	Build on both sides of the existing bridge and widen to the middle using the existing structure.
P-001-90	Which is the most cost effective? Two 2-lane bridges or one 4-lane?
P-001-156	A passing lane is needed between 5th West and 4th West near new development.
P-001-158	5 lanes are needed near the campground on the southwest side of the bridge for bus and boat trailers to get up to speed from SR 128.
P-001-166	Analyze an alternate corridor.
P-002-05	Build the new bridge in the location of the existing bridge.

3.0 Environmental Consequences (138 Comments)

The majority of comments pertained to specific subcategories under the category Environmental Consequences. The distribution of these comments is illustrated in Figure 4-1.

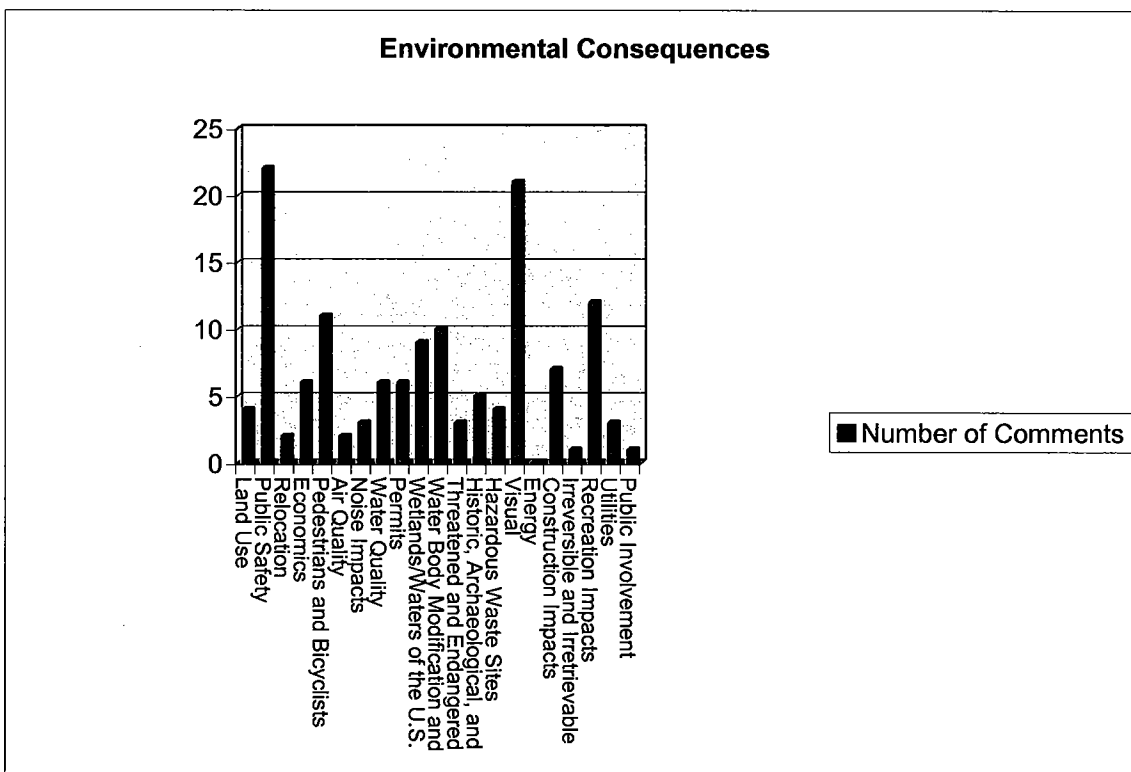


Figure 4-1. Comment Distribution

These comments are listed below in the appropriate resource category.

3.1 Land Use Impacts (4 Comments)

P-001-21	Incorporate the County Plan [Gateway Plan] into the bridge study.
P-001-25	Expect growth at north end of Moab.
P-001-148	A possible development is planned north of the bridge.
P-001-152	A new commercial development planned on US 191 near the bridge.

3.2 Farmland Impacts (0 Comments)

3.3 Social Impacts (0 Comments)	
3.4 Public Safety (22 Comments)	
P-001-18, P-001-157	There are safety concerns at the intersection of Hwy 128 and US 191.
P-001-11	The 5th West intersection needs to be considered. It will access the new hospital.
P-001-20	Implement traffic-calming measures from the north.
P-001-22	Mi Vita Drive Int. needs to be considered.
P-001-26	There are safety concerns north of bridge at the boat ramp.
P-001-35	The study needs to look at slowing traffic.
P-001-37	Include turn lane at 400 W. and 500 W.
P-001-46	A left-turn access is needed at SR 128.
P-001-51	Look at larger street signs.
P-001-87	There are gradient differences on and off the highway on the west side.
P-001-111	Driveway spacing and grades (frontage roads) need to be considered.
P-001-125, P-003-04	Truck traffic is a safety concern.
P-001-132, P-004-03	The bike/ped path should be covered to keep kids from jumping off the bridge.
P-001-151	There is low visibility at the northeast corner of the road.
P-001-159	Left turn lanes are needed.
P-001-160	Acceleration lanes are needed at Potash Road to alleviate passing problems
P-001-164	Atlas Tailings resolution might impact traffic if the tailings are moved.
P-001-175	A second access is needed for emergencies.
P-003-03	West Nile (virus? Perhaps because of mosquitoes?) is a concern.
3.5 Environmental Justice (0 Comments)	
3.6 Relocation Impacts (2 Comments)	
P-001-54	Fit improvements within the existing right-of-way.
P-001-57	Protect property by including the bridge in the [Lions] park planning.
3.7 Economic Impacts (6 Comments)	
3.7.1 Development, Tax Revenues, Public Expenditures, Employment, Accessibility, Retail	
P-001-60	Aesthetics are more important than cost.
P-001-161	Develop realistic ideas within the existing budget.
P-001-173	Tourism will increase.
3.7.2 Economic Vitality of Existing Highway-Related Businesses	
<i>No comments were received for this subcategory.</i>	

3.7.3 Impacts to Established Business Districts	
P-001-103	Retain truck access to the propane business.
P-001-08	5 lanes are needed for access to businesses.
P-001-74	Consider the impacts on nearby businesses.
3.8 Joint Development (0 Comments)	
3.9 Considerations Relating to Pedestrians and Bicyclists (11 Comments)	
P-001-02	Sidewalks and bike routes are needed from 400 W. to the campground.
P-001-05	A separate bike/pedestrian bridge is needed.
P-001-14	Paths (bike/ped) are needed all the way into town on both sides of the highway.
P-001-33	Access to bike/ped paths is needed on both sides of the highway.
P-001-38	The sooner the pedestrian bridge is built, the better.
P-001-49, A-004-02	Accommodate bi-directional, non-motorized travel.
P-001-61	Bike access is needed from Moab to Arches.
P-001-62	Bike lanes are needed on the east side of US 191.
P-001-66	The bike/ped lanes should be walled off.
P-001-102	Courthouse Wash trailhead needs to be maintained.
3.10 Air Quality Impacts (2 Comments)	
P-001-68	More focus on bikes and peds translates to less cars and less smog.
P-001-162	The more people—the worse the air.
3.11 Noise Impacts (3 Comments)	
P-001-30	There will be increased truck noise and traffic for homes close by.
P-001-52	A 4-lane highway all the way will result in increased speed and noise.
P-001-145	A 4-lane road may decrease the noise by reducing the use of truck brakes.
3.12 Water Quality Impacts (6 Comments)	
P-001-10	The quality of the water crossing the road from springs and stormwater is a concern.
P-001-41	Drainage on north side east of bridge is a concern.
P-001-48	Water quality at Matrimony and other springs is a concern.
P-001-53	Use drainage problems as a landscaping asset.
A-011-01	The project could affect wildlife habitat and water quality.
A-003-02	There are potential surface water impacts.
3.13 Permits (6 Comments)	
A-005-01, A-007-01	A water rights permit will be required.
A-005-02	A general permit 40 for stream alteration will be required for this project.
A-005-03	A general permit 40 for stream alteration may be required for Lower Courthouse Wash.

A-007-01	A 404 permit from the Corps of Engineers is required for any wetland impacts.
P-010-04	Temporary work in the waters of the U.S. may be regulated.
3.14 Wetland Impacts (9 Comments)	
P-001-56, A-010-02	There may be impacts on wetlands.
P-001-172, P-002-01,	A wetland is adjacent to the crossing.
A-003-02, P-002-02	The wetland preserve is a critical use area by numerous birds and waterfowl.
A-007-01, A-010-01,	A 404 permit from the Corps of Engineers is required for any wetland impacts.
A-010-03	A wetland delineation is highly recommended.
3.15 Water Body Modification and Wildlife Impacts (10 Comments)	
P-001-07	Wildlife access to the river crossings and wildlife fencing need to be considered.
P-001-58	Big horn sheep fencing needs to be considered.
P-001-67	Big horn sheep hits and watchers cause safety concerns.
A-003-03, A-010-05	The project could have a negative impact on fish habitat.
A-011-01, A-011-02	The project could affect wildlife habitat.
A-011-04	The project is within migratory and breeding range for the southwestern willow flycatcher.
A-011-05	Examine potential short-term and long-term impacts to migratory birds and their habitat.
A-011-06	Review raptor survey and mitigation measures.
3.16 Floodplain Impacts (0 Comments)	
3.17 Wild and Scenic Rivers (0 Comments)	
3.18 Threatened or Endangered Species (3 Comments)	
P-001-55, P-002-04	Threatened and endangered birds and fish need to be considered.
A-011-07	We are providing a list of threatened, endangered, and candidate species that may occur within the area of influence of your proposed action.
3.19 Historic, Archeological, and Paleontological Resources (5 Comments)	
P-001-50	There is a rock panel by Courthouse Wash.
P-001-80	Protect the petroglyphs during construction. Avoid obvious signs.
P-001-114	Old Spanish Trail needs to be considered.
P-001-134	The grand old ranch house needs to be considered.
A-004-01	The office of the state paleontologist recommends identifying resources.
3.20 Hazardous Waste Sites (4 Comments)	
P-001-77	The hazardous waste site (Atlas Tailings) is a limiting factor for the alignment.

P-001-78	Dust control needs to be implemented from the hazardous waste site.
A-009-01, A-009-02	Coordinate with Department of Energy representatives.
3.21 Visual Impacts (21 Comments)	
P-001-01	The bridge is the primary entrance to Moab.
P-001-03	Minimal and shielded lighting should be considered.
P-001-04	The bridge should include a welcoming design to make visitors want to come to Moab.
P-001-06	Adequate and safe bike/pedestrian passage under/over/across the bridge
P-001-23	Ties into natural features
P-001-31	Signing for Archway Inn Frontage Road
P-001-32	Maintain a natural landscape.
P-001-36	Consistent with Gateway Plan (medians, landscaping)
P-001-39	Bridge must be aesthetically pleasing for a tourist town.
P-001-40	Focus on seeing the river, not the bridge.
P-001-47	One of the few bridges in Utah
P-001-59	View from rafter/shoreline/ped bridge
P-001-69	Vintage look—Like Dewey
P-001-70	Color and lighting like surroundings
P-001-73	Light pollution
P-001-79	Preserve aesthetics.
P-001-82	Create a visual/not physical texture to give the impression vehicles need to slow down without damaging vehicles.
P-001-85	A cobblestone texture on the bridge could be used to slow vehicles.
P-001-101	Low profile—doesn't stand out
P-001-120	Texturize concrete
P-004-01	Look of bridge is important.
3.22 Energy (0 Comments)	
3.23 Construction Impacts (7 Comments)	
P-001-12	Maintain traffic during construction.
P-001-19	Construction during off-peak seasons and days
P-001-29	Dust—revegetation
P-001-34	Small construction footprint
P-001-163	Keep traffic open by building new bridge before closing old bridge.
P-002-03	Unimpeded access to the wetland preserve must be maintained.
P-010-04	Temporary work in the waters of the U.S. may be regulated.
3.24 Relationship between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity (0 Comments)	

3.25 Any Irreversible and Irretrievable Commitments of Resources Which Would Be Involved in the Proposed Action (1 Comment)

A-011-08	The federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources.
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3.26 Recreation Impacts (12 Comments)

P-001-16	Lions park adjacent to the bridge needs to be considered in the study.
P-001-24	Boat traffic with piers—retain access under bridge.
P-001-83	Boat ramp access
P-001-136	Canyonlands by night
P-001-137	May impact campground on the southwest side of bridge.
P-001-143	Bridge freeboard adequate to allow boats underneath
P-001-144	Boat launch at Lower Courthouse
P-001-167	Can access to the wetland preserve be provided from US 191?
P-001-168	Protect mining vaults near the bridge.
P-001-169	Potash Road and other recreation areas
P-001-170	No causeway to maneuver boats around in the water.
P-001-174	Chairlift

3.27 Utilities (3 Comments)

P-001-165	Conflicts with utilities
P-001-171	A pipeline across (under) the river is being considered.
A-006-01	Coordinate with proposed Department of Energy pipeline (map on file).

3.28 Public Involvement (1 Comment)

A-002-01	More information requested
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5.0 Next Steps

5.1 Screening Analysis and Environmental Analysis

The alternatives that emerge from the Colorado River Bridge Study and the scoping process will undergo a screening analysis to determine which alternatives will be studied further in subsequent environmental documents. The next level of environmental analysis will provide an in-depth analysis of the bridge alternatives and any associated environmental impacts.

UDOT and the Federal Highway Administration will make the bridge study and subsequent environmental documents available to the City of Moab, Grand County, state and federal agencies, community organizations, environmental and other interest groups, and interested individuals. The document will be available from UDOT Region 4 and at local public libraries. A public town meeting will be held at the completion of the Colorado River Bridge Study. Additional public involvement opportunities will be available throughout the environmental review process.

